

PERISCOPE AND FLIGHT DECK

NEWSLETTER

December 2022

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Key Dates

Dec 22 : Last day Worked

Jan 3: Return to Work

Jan 16: Martin Luther King Jr. Birthday

May 29: Memorial Day

Message From Ray Montgomery

Ray Montgomery, Director, Strategic Sourcing

Going into 2023, we all have a steady funding / work profile, an abundance of current and pipelined workforce, and great raw material prices ... yeah, right! We certainly had challenges in these and other areas in 2022 that will continue well into 2023. The one thing that we do collectively have is the know-how, determination and muscle memory to *lead* through these and other challenges. I have worked with many of you from back in my Engineering days, and throughout the last 5 years in Supply Chain Management. **There is no better shipyard / supply base team!**

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Cybersecurity

Emily McGhee, Strategic Sourcing Analyst

Cybersecurity is a perpetually escalating issue facing our nation's defense industrial base. Lack of resources can leave cybersecurity defenses vulnerable to attack. Oftentimes cybersecurity budgets slated for preparation and prevention are reallocated to confront cyber disasters and cyber hygiene is financially sidelined. The digital integration of factories presents immense opportunity but also a

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Latest Newport News Shipbuilding Activities

- Highlights at NNS —
 - ◇ Matt Needy transitioned from Vice President of Navy Programs to Chief Transformation Officer
 - ◇ Bryan Caccavale transitioned from Vice President of Material and Manufacturing to Vice President of Navy Programs
 - ◇ Cullen Glass promoted to Vice President of Supply Chain Management
 - ◇ Julia Jones remains Vice President of Manufacturing

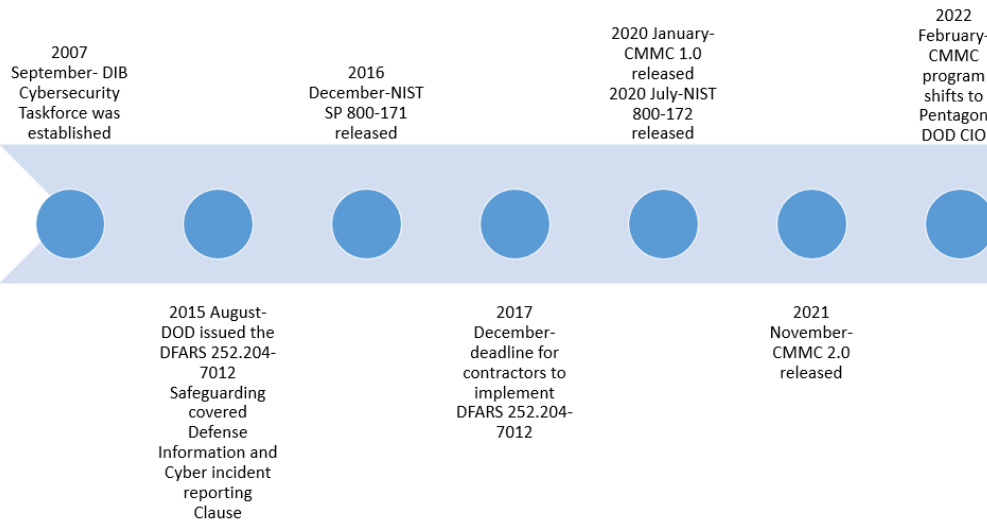


Cybersecurity

responsibility to protect. The Cybersecurity & Infrastructure Security Agency (CISA) through the Department of Homeland Security (DHS) has developed free resources for the industrial base. Suppliers can access valuable tools or sign up for free vulnerability assessment scans. The Cybersecurity Maturity Model Certification (CMMC) 2.0 framework is slated to replace the current cybersecurity standards (DFARS 252.204-7012) and many suppliers will need resources to complete their certification level. The CISA can help support suppliers as they test their cyber hygiene and prepare the digital defense necessary to protect our nation's industrial base.



DOD Cybersecurity Timeline



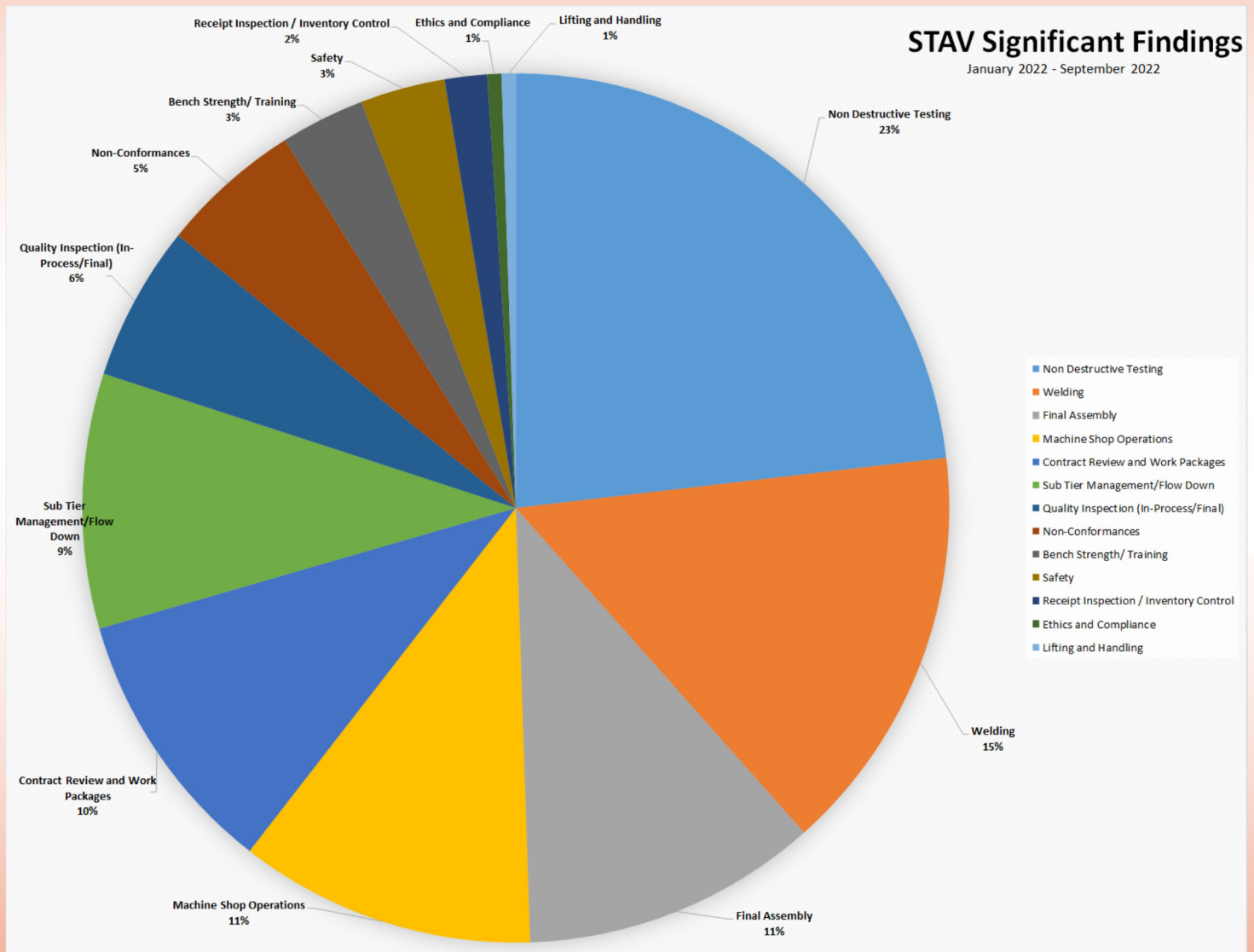
<https://www.cisa.gov/cyber-resource-hub>

SUPPLIER TECHNICAL ASSESSMENT AND VALIDATION

Summary January through September 2022

William ,Mallios - Supplier Engineering Group

The Supplier Technical Assessment and Validation (STAV) group performs in-depth Supplier Assessments, Technical Assessments, and Capability Assessments around current and future orders. From January 2022 through September 2022, the assessment team has performed a total of thirteen In-Depth Supplier Assessments and one Capability Assessment, identified 50 risks, and 62 significant weaknesses. The three categories which account for the majority of the findings are Non-destructive Testing (23%), Welding (15%), and Final Assembly (11%). The assessment team is committed to working with the supply base to ensure potential and current risks are being identified and mitigated.



Safeguarding Unclassified Naval Nuclear Propulsion Information

Eva Latimer—Manager, Regulatory Compliance

U-NNPI is Unclassified Naval Nuclear Propulsion Information concerning the design, arrangement, development, manufacture, testing, operation, administration, training, maintenance, and repair of the propulsion plants of naval nuclear-powered ships and prototypes, including the associated shipboard and shore-based nuclear support facilities. [OPNAV Instruction N9210.3](#) is the guidance document applicable to all equipment, components, systems, documents, drawings, information technology (IT) media, audio-visual media, and any other media or items containing classified or unclassified NNPI. The document contains definitions, marking requirements, control and storage, and disclosure policy, facility visits, etc. to ensure a supplier remains compliant.

Supplier Requirements to Receive NNPI

Valid Need-to-Know (NTK)

Valid Commercial and Government Entity (**CAGE**) / North Atlantic Treaty Organization (NATO) Commercial and Government Entity (**NCAGE**). The information recorded for the CAGE must exactly match the information entered on the DD Form 2345.

Current and Active System for Award Management (**SAM**) registration

National Institute of Standards and Technology (**NIST**) Assessment documented in the [Supplier Performance Risk System \(SPRS\)](#) prior to submitting your JCP Application. **Effective 30 November 2020**, the Defense Federal Acquisition Regulation Clause 252.204-7012 requires all DOD contractors and subcontractors to implement cybersecurity requirements in the NIST Special Publication (SP) 800-171, Protecting Controlled Unclassified Information in Nonfederal Systems and Organizations. Failure to have a NIST assessment documented in SPRS will result in a denial of the request for an approved DD Form 2345.

Active Joint Certification Program (**JCP**) – The Joint Certification Program (JCP) certification establishes the eligibility of a United States (U.S.) or Canadian contractor to receive technical data governed, in the U.S., by Department of Defense (DOD) Directive 5230.25 and, in Canada, by the Technical Data Control Regulations (TDCR). Certification is required for United States (U.S.) or Canadian contractors who wish to obtain access to unclassified technical data disclosing militarily critical technology with military or space application that is under the control of, or in the possession of the U.S. Department of Defense (DOD) or the Canadian Department of National Defense (DND).

Annually complete Form, NN 9540, *Security Agreement for Protection of NNPI*; the physical address the Supplier receives U-NNPI must match the JCP address. If address does not match, there should be a reasonable explanation for the difference.

Safeguarding and Storage Requirements

U-NNPI shall be controlled so that those without a NTK cannot obtain visual or physical access that would permit detailed examination.

Authorized access – U.S. citizens or U.S. nationals with a valid NTK.

Unauthorized access – Resident Aliens (“green card” holders) is prohibited.

NAVSEA 08 Security must be notified before granting any Dual citizen access to NNPI.

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Weld Engineering

Prechecks

Craig Smith—Engineer Welding 4

A lot of us check the tires on our cars for their condition and look down at the gauges on the dash before we start driving down the road. Gauges such as the gas gauge, the oil pressure gauge, battery gauge, etc... are glanced at to see if anything appears normal and not too low or high. Some may even check the oil or coolant levels even before starting up the car or truck. We do all these things to see if everything “checks” out ok prior to hitting the road to help avoid problems upfront.

So...if we perform these checks before driving down the road in our car or truck...shouldn't we be performing similar upfront checks prior to starting welding on our nation's submarines and carriers?!?

Our suppliers are responsible for ensuring all welds completed on our nation's Navy war vessels meet the strict requirements of an approved weld procedure and the applicable specifications. One of the best ways to ensure success is to perform checks at the beginning of the day, shift or a new job to determine if the welding will be executed correctly. In performing these checks, Newport News Shipbuilding (NNS)'s Welding Engineering wants to our suppliers to take the following into consideration:

Basic weld procedure parameters, such as volts/amps/shielding gas type & flowrate need to be verified. The best way to perform this check is to run some test beads on scrap metal and see if the reading on the gauges & flowmeters meet the approved weld procedure parameters and essential elements.

Use the buddy system! Having someone to help look at gauges and flowmeters while you run a couple of test weld beads will help ensure proper focus is placed on observing the readouts and noting the essential elements. NNS does not recommend trying to perform this effort by yourself.

Check the weld wire or electrode! Is it the required type per the weld procedure? For covered electrodes, have you exceeded the exposure time from when it was pulled from its sealed can or holding oven?

Do you have the correct base material needed per the weld procedure? Here at NNS, our motto is **“Make it Match.”** In addition, it's important that the required minimum and maximum preheat and interpass temperatures are understood, with the required equipment to maintain and verify the temperatures are within the approved ranges.

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Weld Engineering

Heat input is critical to verify for those base metals requiring this procedure limitation. As with the other checks described above, the buddy system is vital to help observe the volts & amps and to time the length of the test weld bead in order to perform the heat input calculation. If the welder switches positions (i.e. from horizontal to vertical up), heat input needs to be re-verified, as the particular technique needed for the new position may risk exceeding heat input limitations.

Here at NNS, our foremen work closely with our welders at the beginning of each day, shift or job to make sure essential parameters and elements are understood and verified. A checklist is completed that verifies the essential elements from the weld procedure and this is reviewed with the welder. NNS recommends our suppliers do the same.

At any time Newport News, or our Navy customer, reserves the right to observe welding in progress and verify the approved weld procedure parameters and essential elements are being met. Welding outside these parameters can wreck a supplier's production schedule, profit line and reputation to both NNS and the Navy. Remember, the ultimate reason welding must be sound and executed properly is for the safety of our sailors lives on the ships and submarines!

As we say at NNS: **"CHECK B4U STRIKE!"**

If you should have any questions related to this topic, please contact your appropriate Newport News Welding Engineer, Greg Pike at 757-688-5121 (greg.pike@hii-nns.com) or Craig Smith at 688-1896 (CA.Smith@hii-nns.com).



USS Gerald R. Ford (CVN 78) Reaches Another Milestone

USS *Gerald R. Ford* (CVN 78) completed its 10,000th recovery and launch using the ship's advanced arresting gear and electromagnetic aircraft launch system on June 25. The first-in-class aircraft carrier reached the milestone as friends and family members of sailors had been invited aboard to experience a day in the life of a sailor at sea.

Newport News Shipbuilding completed CVN 78's first planned incremental availability (PIA) earlier this year.

Sailors and their families and friends observe the 10,000th launch from USS *Gerald R. Ford*'s flight deck. U.S. Navy photo

Safeguarding Unclassified Naval Nuclear Propulsion Information:

When U-NNPI documents are in the custody of an authorized individual using them:

- This individual must prevent detailed visual or physical access by those who do not have an NTK.

- Any time U-NNPI is not in the direct control of an authorized person, it should be stored in a key lock container, ex. file cabinet, desk, safe.

Supplier must have a documented Key Control Process for the key to the container where NNPI is stored; when not in use.

Only authorized persons may have access to the container.

Compromise of the container must be obvious at sight.

Container should not have any external labels indicating the sensitivity of the contents.

Supplier-originated documents that reproduce, expand upon, or modify information drawn from U-NNPI documents must have the NOFORN marking at the top and bottom of each page.

Attach a cover sheet to display the following warning statement:

- NOFORN: This document is subject to special export controls, and each transmittal to foreign governments or foreign nationals may be made only with the approval of Naval Sea Systems Command

Unless NNS authorizes retention by the supplier, NNPI documents or media no longer required for contract execution shall be securely returned to NNS or destroyed using a shredder approved for classified destruction per the NSA Evaluated Products List.

If removed from the Supplier's facility, U-NNPI must remain in the personal possession of an authorized person at all times.

- U-NNPI must never be left unsecured

 - Sent with checked baggage

 - Left unattended in an automobile or hotel room.

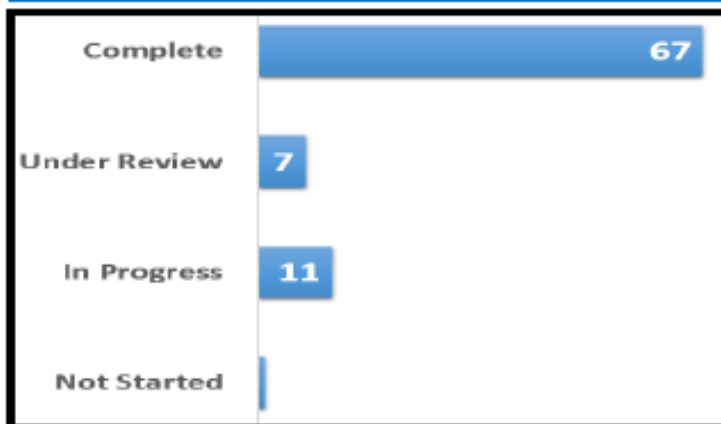
DISCLAIMER: The information contained herein should be used to highlight specific guidance and should not be used as a replacement for reading the entire OPNAV Instruction N9210.3 to ensure compliance with all of the applicable requirements.

WAVE VI IEP STATUS

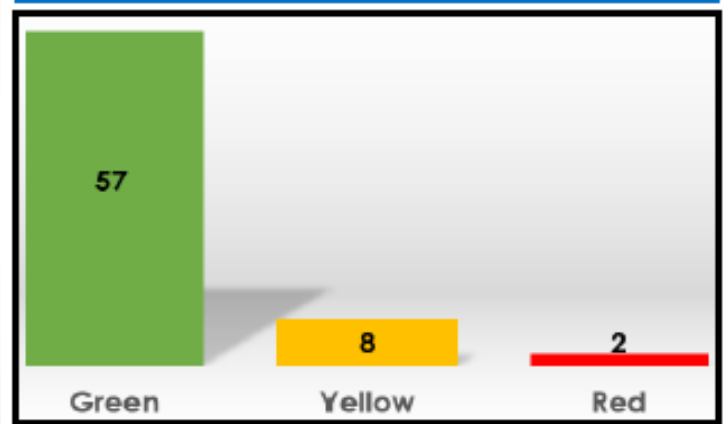
Top Tier & Full Assessment Status by Office

Office	Complete	Draft	In Progress	Not Started	Under Review	Total
A – Raw Material	6	0	2	0	1	9
B - Valves, Fittings & Actuators	23	0	0	0	0	23
C - Complex Machinery	11	0	2	1	3	17
E – Complex Electrical	10	0	1	0	0	11
H - Build To Print	12	0	5	0	1	18
L - Complex Build To Print & Strategic Outsourcing	5	0	1	0	2	8
Total	67	0	11	1	7	86

Wave VI RST Status – ALL Assessment



Status of R/Y/G Suppliers



At this time we would like to thank our critical suppliers for completing their yearly self-assessment. Your input is valuable as we complete our assessments. The Integrated Enterprise Plan (IEP) is an initiative funded by the US Navy to strengthen the shipbuilding industrial supply base by providing oversight from shipbuilders to analyze and reduce risk, increase affordability, and reduce schedule constraints as an enterprise. The NNS team works closely with Electric Boat on all IEP efforts. By mid-December, we completed 67 of our full assessments. During the months of December and January, we will be relying on our suppliers to develop plan of actions and milestones for our suppliers that were graded as yellow and red.

Supplier Training

Keeping up to date with all certifications and regulations is an important part of doing business with Newport News Shipbuilding. To better support our supply base, NNS has created online supplier training modules. There are over fifty training modules, each providing information on the NNS procurement process, NNS required certifications, and other technical requirements. These modules are an ideal starting place for new suppliers and existing suppliers to learn about, or refresh their knowledge on, how to do business with NNS. Please visit <https://supplier.huntingtoningalls.com/sourcing/supplier-training/> to register and send any questions to SupplierTraining@HII-NNS.com.



NNS Celebrates Keel Laying for Enterprise (CVN80)

Also see You Tube Video [VCC: Enterprise \(CVN 80\) Ceremonial Keel Laying: Katie Ledecky \(excerpt\) \(nns.com\)](https://www.youtube.com/watch?v=VCC:Enterprise(CVN80)CeremonialKeelLaying:KatieLedecky(excerpt)(nns.com))





Ocean transport barge *Holland* approaches the new berthing area near Dry Dock 12. Photo by Aaron Pritchett

Special Delivery

A new ocean transport barge that will support the delivery of *Columbia*- and *Virginia*-class submarine modules between Newport News Shipbuilding and General Dynamics Electric Boat arrived at NNS for the first time in August.

Holland, a 400-by-100-foot barge, came to NNS from Groton, Connecticut, to begin testing and pier interface commissioning. A new berthing area was built at the northwest corner of Dry

Dock 12 to support the transportation of *Columbia*-class modules. Due to *Holland*'s large size, the existing berthing area near the Modular Outfitting Facility (MOF) was modified to support the transportation of *Virginia*-class modules.

The barge's name pays tribute to John Holland, an Irish-born immigrant who designed the first submarine purchased by the U.S. Navy.

Quality Alert

Dear Valued Supplier,

Newport News Shipbuilding (NNS) is reminding its supply-base the importance of having the **correct markings** on the materials that are provided to NNS. While markings are sometimes viewed as administrative in nature, this topic is nonetheless equally important as part of the NNS contract requirements. Deficiency in markings adds the burden of additional costs and potential delays to the shipbuilding schedules. While many of NNS' suppliers do maintain high quality practice when it comes to markings, there are those others however that do require some level of attention and improvement.

Below are real examples of marking deficiencies in which all suppliers can make note.

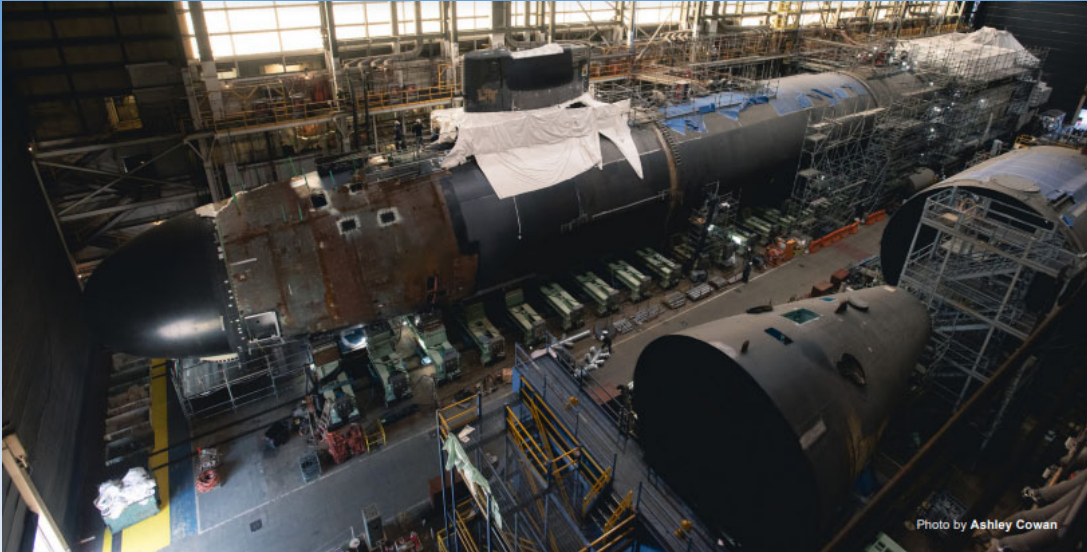
- "263302101-079AA" marked as "263300201-079AA"
- "2633-166-01 PC-164A" marked as "2633-166-01 PC 164AB"
- "NCH" marked as "NCG"
- "I6" for Inconel 625 marked as "16"
- 2 inch elbow marked as 2 ½ inch
- "INA" marked as "INE"
- Missing UT marking per Coded Notes 76-22C and 45-50
- Missing letter 'P' in the word Plain Flange
- Trace Number "S777" marked as "S480"
- Heat and part number cannot be seen
- "3000 psi WP" marked as "3000 LB WOG"
- Missing material designator (CNA)
- Missing marking on working pressure
- Missing NDT PT marking

Moving forward, NNS requests that all suppliers to take the following actions:

1. Remain vigilant to assure that proper markings are applied. All markings must be present, legible, and correct to the contract requirements. Spelling errors, missing letters or numbers, and wrong information are not acceptable.
2. Review the marking documentation against contract requirements to assure that appropriate directions and guidance are provided to the marking personnel.
3. Review the marking process to identify any potential failure points and institute counter-measures to prevent failures.
4. Review and conduct staff training as necessary.
5. Submit Vendor Information Request (VIR) on questions relating to markings.

Note: This Quality Alert shall not be used as a basis for any price adjustments, delay in delivery, or any other modifications to the NNS purchase order requirements. If there are any questions, please contact the buyer relating to your particular purchase order contract.

If you have any questions regarding this information, please contact Johnny Leung at 757-688-8178.



Massachusetts (SSN 798)
Reaches Pressure Hull
Complete

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Message From Ray Montgomery (*Cont.*)

The three key focuses I see for 2023 are:

Workforce – Taking fuller advantage of maturing workforce pipeline programs and placing greater focus on existing workforce retention. At the end of the day, our people are our biggest enablers to successful performance.

Schedule Performance – There are examples of schedule pressures that are impacting the construction schedule and driving build strategy changes, and these work arounds are never easy. More than ever, we need to focus on the right things early (raw materials, plans, technical data) to support supplier fabrication and ship construction later.

Quality – While workforce and schedule are critical, we cannot take shortcuts in either of these areas, which affect delivered quality. At the end of the day, we all recognize that the cost of poor quality is ultimately the greatest cost of all.

Although I am retiring from my full time Outsourcing Director position at the end of 2023, I expect that I may come back around eventually to support this mission in a part time role. I have thoroughly enjoyed getting to know most of you and your companies. I have many good memories of crisscrossing this country visiting the many states, cities and towns where your companies reside. I also have many good memories of the networking and business meetings represented by ACIBC, SIBC, MMA and other venues. Have a safe and productive New Year and I hope to see you down the road.



Supplier Ideas for Next Newsletter

We are looking for ideas for our next newsletter. What would you like to know or see. Please provide your ideas by March 1st to E-mail address:

SupplEngAdvocate@hii-nns.com